(b) and (c) Yes, Sir, The proposal including those of some other States is under consideration. But due to paucity of funds, it is not possible to allocate additional funds immediately however, as and when position improves, the demand of the Government of Maharashtra would be favourably looked into keeping in view the factors like availability of funds etc.

Development of National Highway in Andhra Pradesh

420. DR. NARREDDY THULASI REDDY; Will the" Minister of SUR FACE TRANSPORT be pleased to state:

(a) whether there is any proposal to develop and improve National Highways in Andhra Pradesh with the assistance of oversea economic fund and Asian Development Bank; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER); (a) and (b) Yes, Sir. Widening to four lanes from km 35S/0 to 395/875 of Vishakhapatnam Section and km 0/0 to 2|837 of Vishakhapatnam-Bhuba-neswar Section of National Highway No. 5 and strengthening of the existing carriageway is being undertaken with the assistance of Asian Development Bank.

Landslides due to deforestation

421. SHRI JAGMOHAN: Will the Minister of SURFACE TRANSPORT be pleased to state;

(a) whether any study hasbeen recently made to a[illegible] es due to deforestation;

(b) if so, what are the findings of that study;

(c) whether any technological mechanism has been evolved and implemented to prevent landslides at vulnerable points on roads of strategic and special importance; and

(d) if so , what are the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) No study has been conducted by this Ministry for assessment of increasing menace of landslides with specific reference to deforestation.

(c) and (d) No technological mechanism has been evolved so far to prevent landslides in advance as it depends upon a numerous factors such as the cut-slope, drainage soil characteristics, geotechni-cal conditions and forest cover etc. Nevertheless studies for control of landslides and implementation of remedial measures have been carried out by Central Road Research Institctes and other allied agencies on case to case basis.

Setting up of drivers training schools

422. SHRI SURESH PACHOURI;
SHRI IQBAL SINGH:

Will the Minister of SURFACE TRANSPORT be pleased to stale;

(a) whether the Road Safety Committee *set* up by the Transport Ministry in the year 1982 had recommended for setting up Driver Training Schools in the States as on national level;

(b) if so, whether a number of schools for providing training to the Drivers were set up by the State Governments and Union Territories;

(c) if so, what were the total number of schools set up so fair in Madhya Pradesh;

(d) how many persons were provided training in Madhya Pradesh;

(e) to what extent it has been beneficial for Madhya Pradesh; and

(f) what were the funds allocated for this scheme?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) The Committee had, inter-alia, recommended that the Government may setup

Model Traffic Training Schools for training drivers and conductors. Accordingly, the Government had set up a National Institute of Road Safety. The recornmendation of the Committee was also circulated to the States.

(b) to (f) This falls within the jurisdiction of the State Governments and the details are not available.

Four laning of National Highway in Gujarat

423. SHRI RAJUBHAI A. PARMAR; Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what are the norms for National Highways widening into four lanes proposed during the year 1993-94 in various States particularly in the State of Gujarat;

(b) the amount earmarked for this purpose; and

(c) the policy/criteria adopted for selection of National Highways for widening into four lanes?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (c) As per the existing policy a National Highway can be considered for four laning when the traffic intensity exceeds 15,000 passenger car units per day. However, due to scarcity of resources, it is not always possible to undertake the works for 4 laning in all stretches where traffic intensity exceeds 15,000 PCUs per day. Other factors such as intensity of traffic (present as well as future), inter se priority on all India basis, availability of land required for 4 laning, geographical terrain, availability of other roads in nearby areas and availability of funds are also taken into account.

(b) In the Demands for Grant for 1993-94, a provision of Rs. 18 lakhs has been earmerked for such works for the State of Gujarat.

उत्तर प्रदेश में अंतर्राज्यीय सड़कोंके विकास के लिए दी गई सहायता

424. चौधरी हरमोहन सिंह : क्या जल भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उत्तर प्रदेश में आर्थिक महत्व की अंतर्राज्यीय सड़कों/पुलों के लिए गत तीन वर्षों के दौरान कोई सहायता नहीं दी गई है ;

(ख) यदि हां, तो इसके क्या कारण हैं ; और

(ग) आर्थिक महत्व वाली सड़कों/पुलों को निर्धारित करने के मापदंड क्या हैं ?

जल भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाईटलर) : (क) और (ख) जी, हां । आठवीं पंचवर्षीय योजना में केन्द्रीय सैक्टर की सड़कों के कार्यक्रम के लिए सीमित निधियां आवंटित होने के कारण, आठवीं योजना के दौरान राज्यों में कुछेक प्राथमिकताओं के अध्यधीन केवल कुछ चुनिंदा परियोजनाओं पर ही कार्य शुरू करना संभव हो सकेगा ।

(ग) विस्तृत मानदंड निम्नानुसार हैं:-

(1) आर-पार सम्पर्क सुनिश्चित करने के लिए आवश्यक अन्तर-राज्यीय सड़क/पुल;

(2) नए क्षत्र खोलने के लिए जहां निकट भविष्य में रेल सुविधायें उपलब्ध नहीं कराई जा सकती, यथावश्यक सड़क/पुल बनाना और ;

(3) ऐसी सड़कें/पुल जो तीव्र आर्थिक विकास में बहुत अधिक सहायक हों, अर्थात् पहाड़ी क्षेत्रों तथा उन स्थानों में जहां पर्याप्त खनिज सम्पदा प्राप्त हो सकती हो ।